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The conclusion from the foregoing facts is, that a railroad from Boston to Burlington upon the southern route will be the shortest—the least expensive—the most direct—the most certain—the routes which furnish the largest amount of freight, and the greatest number of passengers, and at the same time is open for the trade of Boston a rich and important country, which the northern route will not do. It must be, therefore, that all most interested in the prosperity of Boston, and acquainted with the character and resources of the two routes, will give the southern one the preference. It will direct to Boston a trade which Troy and New York have for many years almost exclusively enjoyed, and which would in no way be effected by the construction of a road through Montpelier. The counties of Rutland and Addison have their beds of iron ore and manganese, and in their quarries of marble; resources for the permanent support of a rail road possessed by no other part of New England. The iron mines are generally near the base of the main range of the Green Mountains, and in the immediate neighborhood of inexhaustible supplies of fuel. Upon the same route, too, are found the copper, the stone of Shrewsbury, the iron ore, lime and slate.